



Agency Priority Goal | Action Plan | FY 2022 – Q1

Maintaining High-Performing Core Assets

Goal Leaders:



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Goal Overview

Goal statement

- **Improve the conditions/performance of Federally funded portions of the Nation's transportation systems.** By September 30, 2023, the percentage of Interstate Pavement in either good or fair condition will be maintained at 95%; the percentage of deck area on National Highway System (NHS) bridges in either good or fair condition will be maintained at, or above 95%; the percentage of person-miles traveled on the interstate that are reliable will be at or above 82.8%; and the percentage of paved runways in the National Plan of Integrated Airport Systems in excellent, good, or fair condition will be maintained at 93%¹.

¹ The goal statement was revised from an earlier version posted on the performance.gov website to clarify and clearly communicate the goal. The changes to the goal statement do not modify the underlying calculation methodology.

Problem to Be Solved

Transportation is the backbone of the American economy and shapes the daily lives of people across the country. From the earliest days of the Administration, President Biden promised the American people a transformational investment in infrastructure. Congress responded to the President's call with the Bipartisan Infrastructure Law (BIL), or the Infrastructure Investment and Jobs Act, which President Biden signed into law on November 15, 2021. This landmark legislation authorizes \$660 billion for DOT for better bridges and roads, electrifying buses, installing electric vehicle chargers, laying track, and so much more. Since the passage of BIL, we are now in the early stages of a generational modernization of our infrastructure that will create jobs, boost our domestic manufacturing, and bolster our economic security and prosperity for decades to come.

To strengthen the Nation's economy and global competitiveness, DOT is working to help grow inclusive and sustainable economy. Investing in our nation's transportation system provides American workers and businesses reliable and efficient access to resources, markets, and good-paying jobs. DOT is providing resources to restore and modernize transportation core assets to improve the state of good repair, enhance resiliency, and expand beneficial new projects. DOT is also working to improve transportation system operations to increase travel time reliability, manage travel demand, and improve connectivity.

FHWA

The Bipartisan Infrastructure Law provides the basis for FHWA programs and activities through September 30, 2026. It makes a once-in-a-generation investment of \$350 billion in highway

programs. This includes the largest dedicated bridge investment since the construction of the Interstate Highway System.

Interstates and Bridges

- FHWA focuses on maintaining Interstate pavement and bridges in at least good or fair condition. Highway pavement and bridges that are classified as being in poor condition directly impact people's lives by increasing the wear and tear on vehicles, driving up repair costs, inflating travel times, and potentially causing safety concerns.

Travel Time Reliability

- Travel time reliability is a key indicator of transportation system performance. For this APG, FHWA measures the percentage of person-miles traveled on the Highway Interstate System that are considered reliable. A reliability measure represents the amount of time variability that would need to be added to a trip, for example, a typical commuter to make it on time to work 16 out of 20 workdays a month. For this reliability measure, the number of additional minutes needed for the commute would be more than 50% of the typical time (i.e., for a typical 20-minute commute, 10 minutes or more additional time would need). It also reflects the amount of travel that is unaffected by highly variable travel times. Typically, there is a two-year lag in data availability and of conflation to the National Performance Management Research Data Set (NPMRDS) location referencing network with the Highway Performance Monitoring System (HPMS) data. For example, the FY 2021 travel time data were conflated with FY 2019 Highway Performance Monitoring System (HPMS) data.

FAA

- FAA ensures that runway pavements are maintained in a state of fair condition or better, as this is a critical component of a safe National Airspace System. Timely maintenance

activities reduce life-cycle costs and extend pavement life, avoiding unnecessary costs for reconstruction and major rehabilitation, as well as delays due to long-term runway closures.

What Success Looks Like

FHWA

Interstates and Bridges

- For FHWA, success in achieving this APG means that at least 95% of Interstate pavement are maintained in Good and Fair condition, and at least 95% of the deck area on NHS bridges are maintained in Good and Fair condition.
- Working with State and local stakeholder agencies, the Department has established a framework of National performance measures for NHS pavement conditions. As part of this approach, States are required to make significant progress towards achieving targets for these performance measures, with the State-by-State results reported nationally.
- The Department will support States in their efforts to maintain or improve the condition of NHS pavements and bridges.

Travel Time Reliability

- APG achievement also means ensuring that travel time on the Interstate system remains as reliable as possible for drivers and passengers. Travel times are considered unreliable if they require greater than 50% more than the normal travel time during one or more of four time periods (6am-10am, 10am-4pm, 4pm-8pm weekdays and 6am-8pm weekends) over the course of a year.

FAA

- Ensuring that at least 93% of runways in the National Plan of Integrated Airports (NPIAS) remain at fair or better condition allows the Department to advance toward its strategic objective of maintaining high-performing core assets. This is accomplished through properly

investing in maintenance and rehabilitation at the appropriate points in the lifecycle of runway pavement.

Goal Targets

Achievement statement		Key indicator(s)	Quantify progress			Frequency
By...	We will...	Name of indicator	Target value	Starting value*	Current value	Update cycle
09/30/23	Ensure the percentage of Interstate Pavement in either good or fair condition will be maintained at 95%; the percentage of deck area on National Highway System (NHS) bridges in either good or fair condition will be maintained at, or above 95%; the interstate travel time reliability, as the percentage of person-miles traveled, will be at or above 82.8%; and the percentage of paved runways in the National Plan of Integrated Airport Systems in excellent, good, or fair condition will be maintained at 93%	Percentage of Interstate Pavement, in Lane Miles, in either Good or Fair Condition (FHWA)	95.0%	99.2%	99.2%*	Annually on June 15 [^]
		Percentage of Deck area on NHS Bridges in either Good or Fair Condition (FHWA)	95.0%	95.8%	95.8%*	Annually on June 15 [^]
		Interstate Travel Time Reliability, as the Percent of Person-Miles Traveled that are Reliable (FHWA)	82.8%	83.7% (CY 2018 baseline)	93.9%**	Annually in September for the previous year
		Percent of Paved Runways in the National Plan of Integrated Airport Systems in Excellent, Good, or Fair Condition (FAA)	93%	97.8%	97.7%***	Quarterly

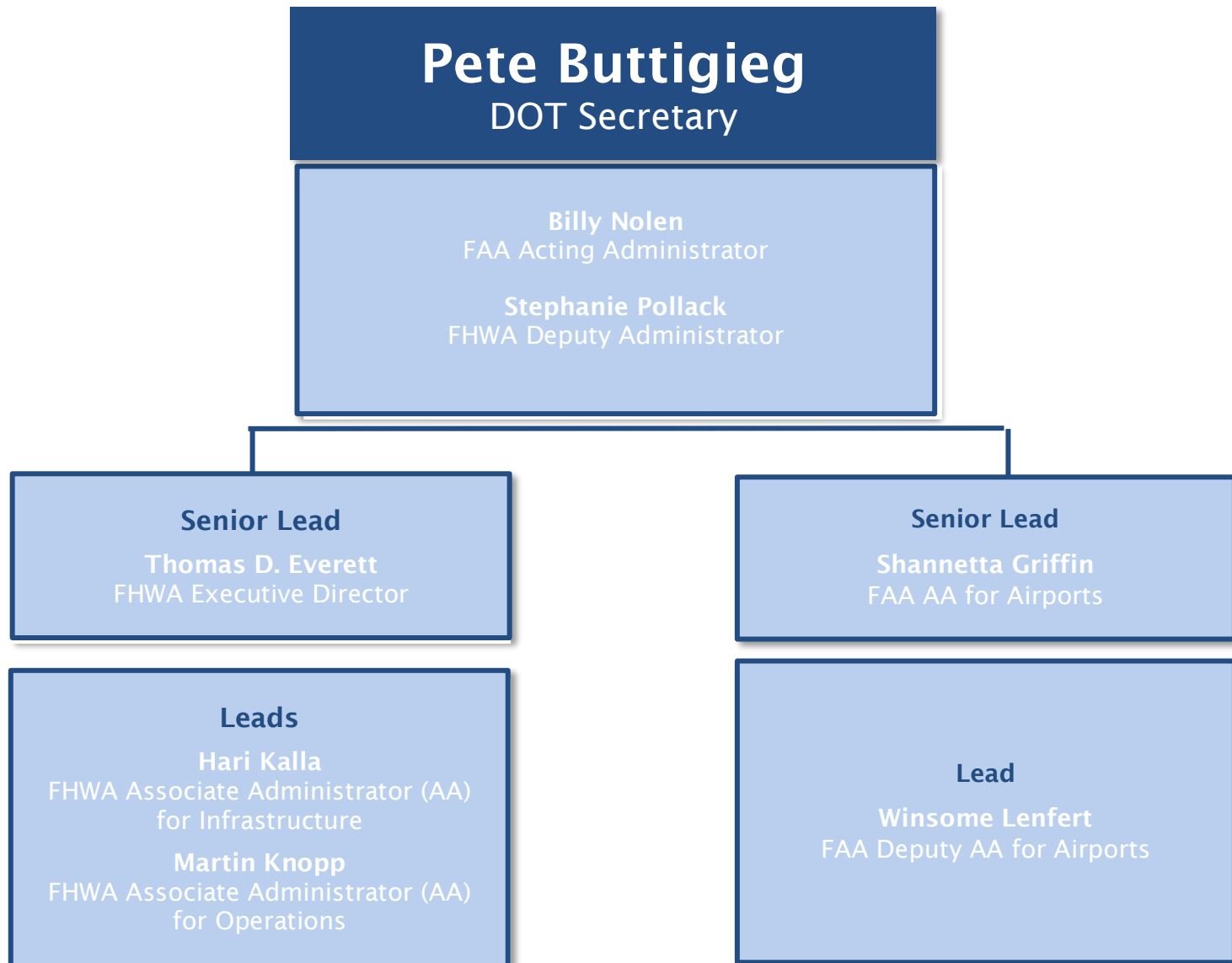
*As of October 1, 2021.

**As of 2020, which is the most recent available data.

***Actual as of December 31, 2021.

[^]Annually on June 15. For example, data received on June 15, 2021 will cover the data from CY 2020.

Goal Team



Goal Strategies

FHWA

Pavement and Bridge Strategies

- FHWA supports asset-management planning to improve or preserve the condition and performance of NHS pavements and bridges. FHWA accomplishes this by encouraging preservation and resilience activities; promoting innovative maintenance strategies; engaging in research, development, and deployment activities related to lifecycle management and infrastructure preservation; and providing education, training, and technical assistance to help State and local stakeholders implement Transportation Performance Management and asset management principles and practices.

Travel Time Reliability Strategies

- FHWA has numerous efforts, both planned and underway, to support the State Departments of Transportation and metropolitan planning organizations (MPO) calculation and target setting, which is the basis for this measure. FHWA also works to ensure the availability of data used to calculate the reliability measure via a new NPMRDS, and has developed technical assistance papers on “Approaches to Target Setting” and “Forecasting for Target Setting” (to be published in FY 2022) in response to stakeholder needs regarding implementing Transportation Performance Management requirements. Additionally, FHWA is exploring the potential to aggregate data in a monthly dashboard to provide simple-to-understand trends along with a storytelling component on the causes of travel time changes as well as to highlight operational strategies.

FAA

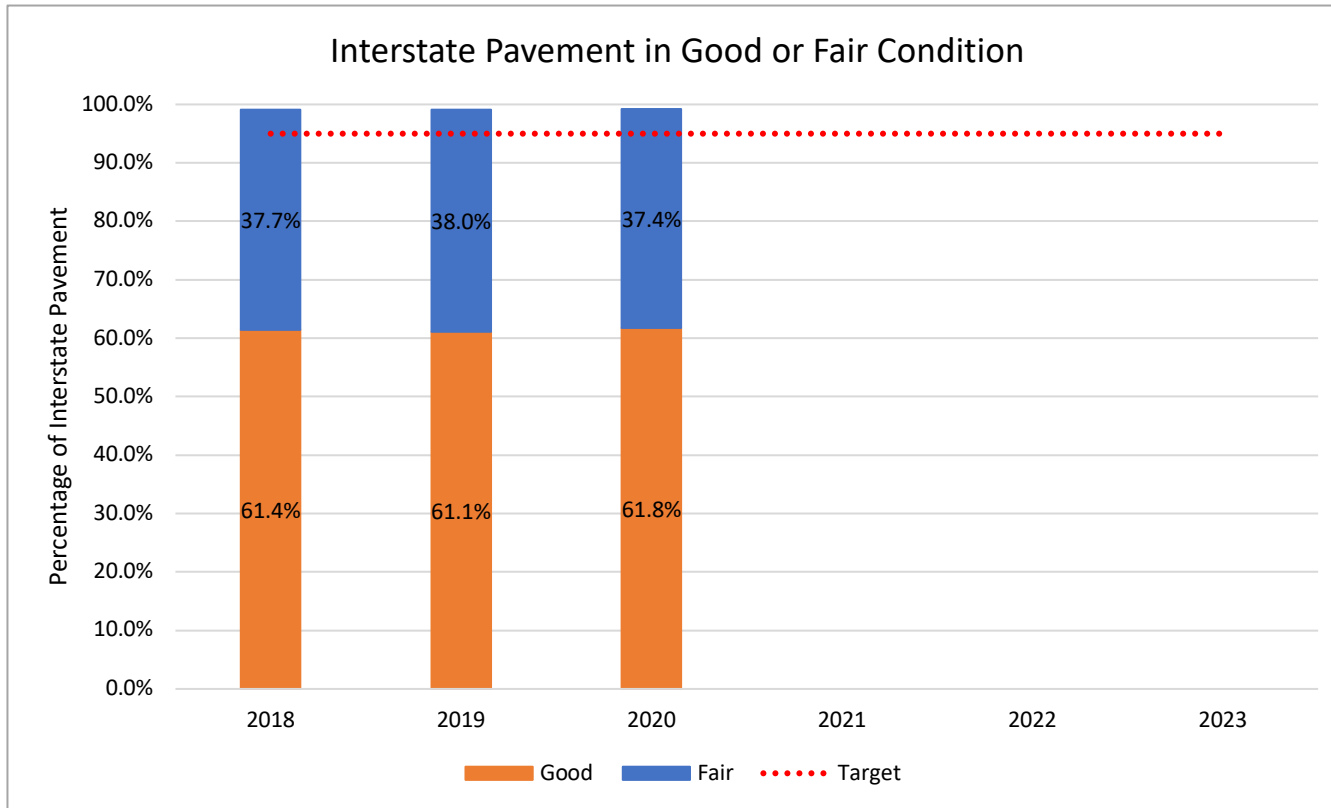
- FAA implements a variety of data collection and analysis strategies to maintain the percentage of paved runways in the NPIAS in excellent, good, or fair condition at 93

percent. It uses both scheduled and unscheduled surveillance safety inspections at Part 139 certificated airports to assess pavement conditions and collects safety and pavement condition data under a contract program to inspect non-certificated public use airports every three years.

- FAA also maintains a five-year, forward-looking analysis of airport capital improvement needs that includes runway pavement rehabilitation, which is published in the biennial NPIAS report. Federal Grant Assurances require airports to implement an effective pavement maintenance management program at Federally obligated airports.

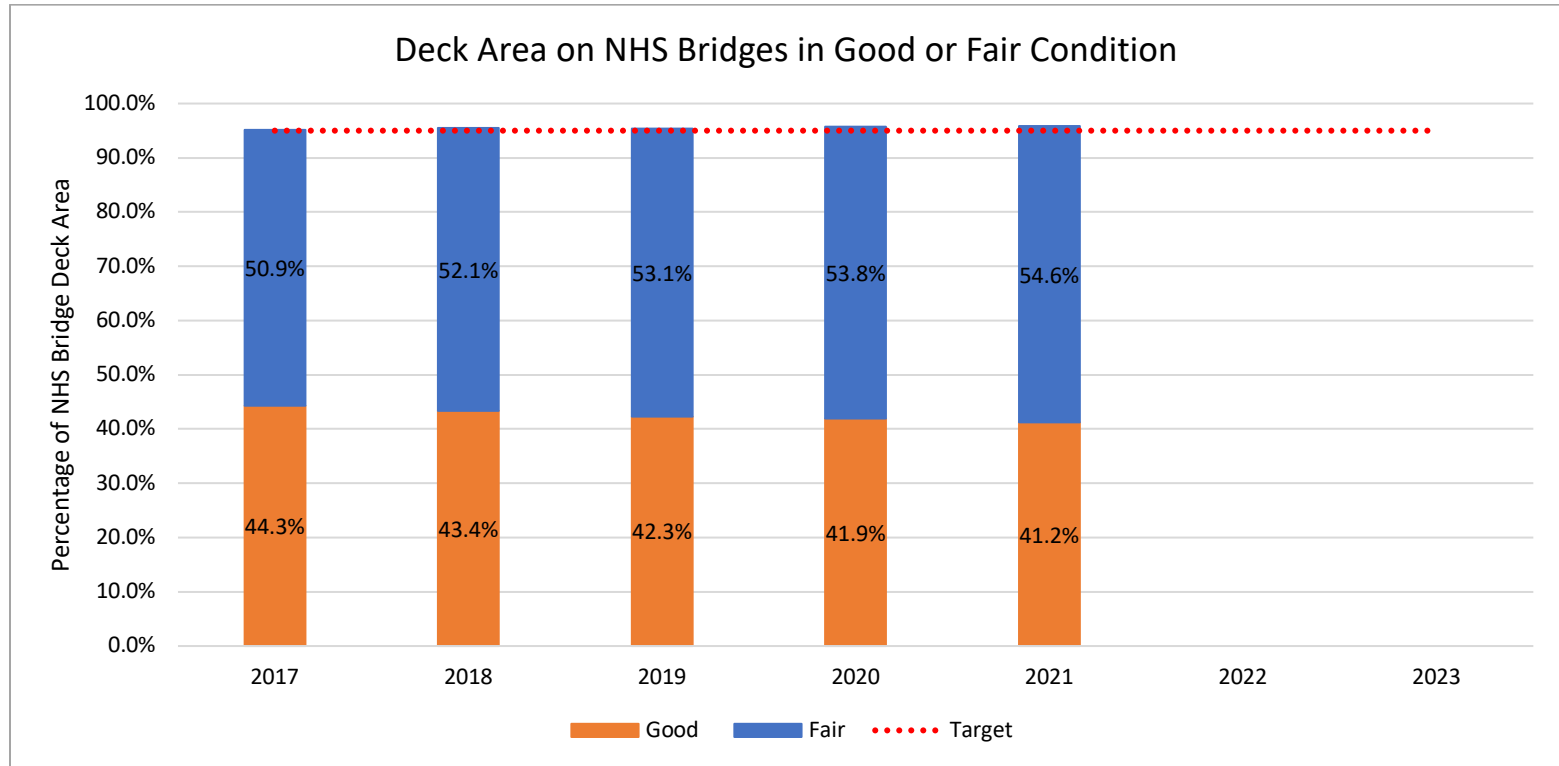
Key Indicators (Interstate Pavement Condition)

Percentage of Interstate Pavement, in Lane Miles, in either Good or Fair Condition



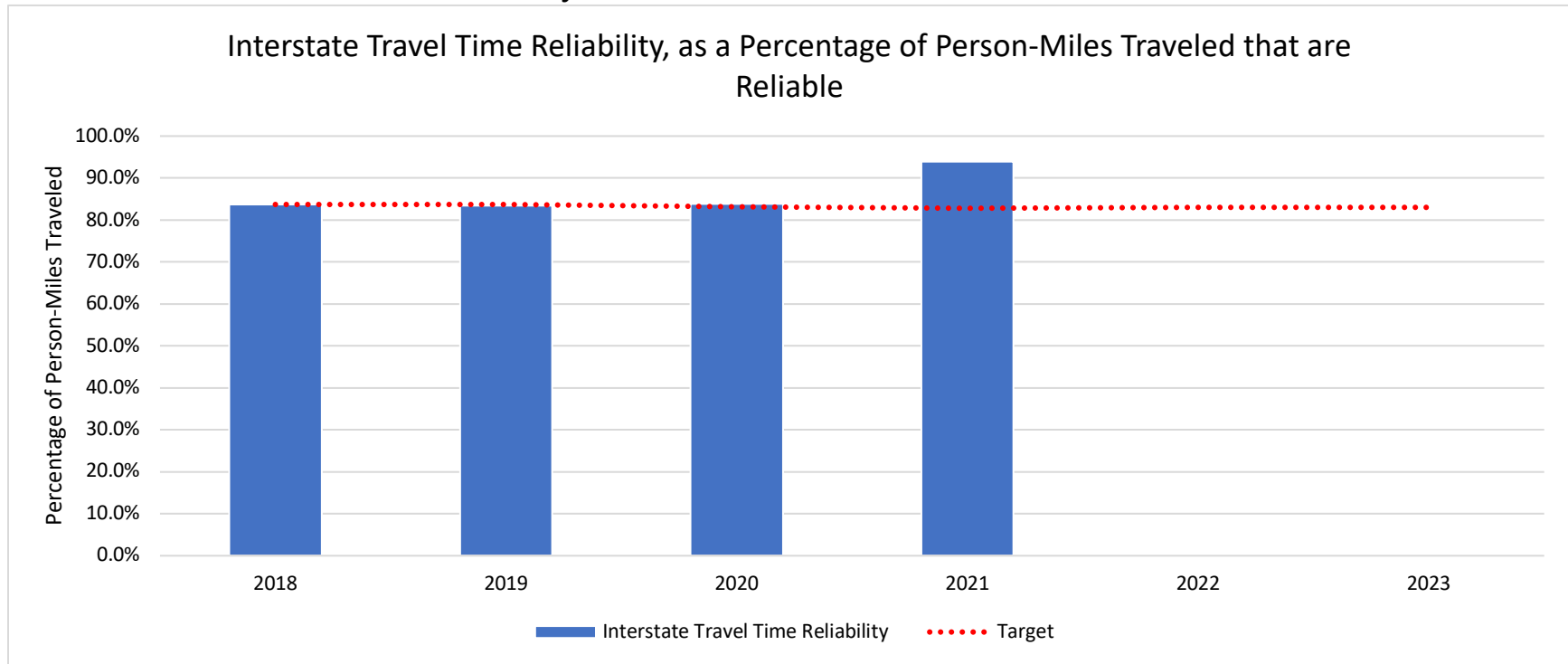
Key Indicators (Deck Area Condition)

Percentage of Deck area on NHS Bridges in either Good or Fair Condition



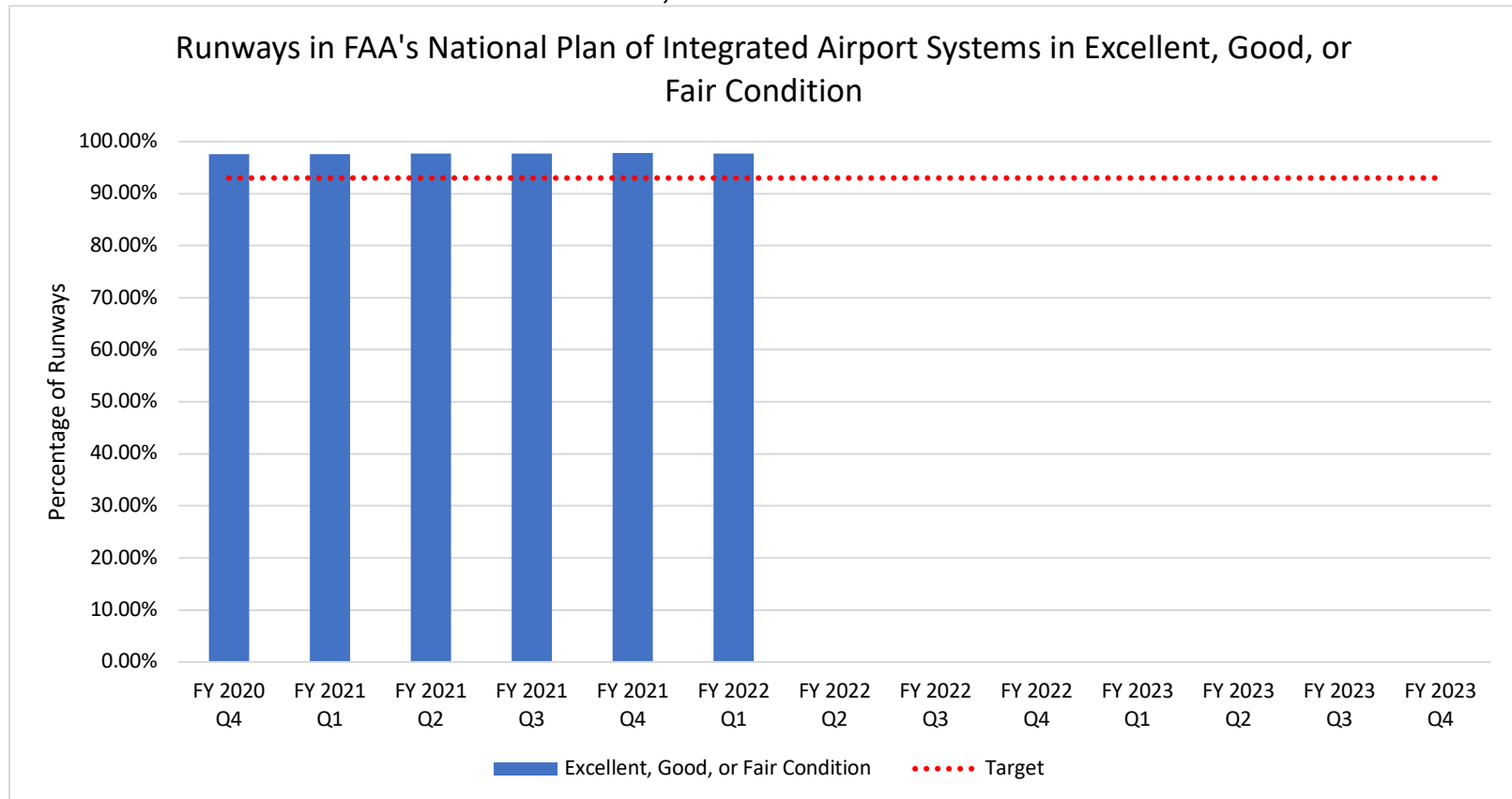
Key Indicators (Travel Time Reliability)

Interstate Travel Time Reliability, as the Percent of Person-Miles Traveled that are Reliable



Key Indicators (Runway Pavement Condition)

Percent of Paved Runways in the National Plan of Integrated Airport Systems in Excellent, Good, or Fair Condition



Key Milestones (FHWA)

Key Milestone	Milestone Due Date	Milestone Status	Change from last quarter	Owner	Comments
State DOTs must submit their pavement condition data to FHWA	Q2, FY 2022	On-Track		FHWA AA for Infrastructure	By April 15 th of each year, States DOTs must submit pavement condition data for determining the Condition of Interstate Pavement penalty (23 U.S.C.119(f)(1)).
States, Federal agencies, and tribal governments submit their bridges' Structure Inventory and Appraisal data to FHWA for inclusion into the National Bridge Inventory	Q2, FY 2022	On-Track		FHWA AA for Infrastructure	By March 15 of each year, States, Federal agencies, and tribal governments must submit their bridges' Structure Inventory and Appraisal data to FHWA for inclusion into the National Bridge Inventory for determining the Condition of NHS Bridges penalty (23 U.S.C.119(f)(2)).
FHWA is funding two projects to better link operational strategy evaluations with the Performance Measures 3 (PM3) measures for use by State DOTs and MPOs in their investment decision making to be completed in FY 2023	September 20, 2023	On-Track		FHWA AA for Operations	Typically, there is a lag in data availability and of conflation to the NPMRDS location referencing network. The FY 2021 travel time data was conflated with FY 2019 HPMS data.

Key Milestones (FAA)

Milestone Summary					
Key Milestone	Milestone Due Date	Milestone Status	Change from last quarter	Owner	Comments
Maintain the target of at least 93 percent of runway pavement in excellent, good, or fair condition for the paved runways in the NPIAS	FY 2022 Q4	On-Track		Shannetta Griffin, Associate Administrator for Airports	Evaluation of the network level of inspection of over 4,300 runways is reviewed and reported monthly. For Q4 FY 2021, the status condition of runways in excellent, good, or fair condition was 97.8%, which has remained unchanged from the previous quarter.

Narrative—FY 22 Q1

FHWA

State DOTs are required to submit pavement condition data for determining the Condition of Interstate Pavement penalty (23 U.S.C. 119(f)(1)) by April 15 of each year. The 2021 data will be available in Q4 FY 2022. FHWA uses the data to determine the percentage of Interstate pavements in either Good or Fair condition.

States, Federal agencies, and Tribal governments submit their bridges' Structure Inventory and Appraisal data to FHWA for inclusion into the National Bridge Inventory by March 15 each year. From these submissions, FHWA uses the data to classify highway bridges as in Good or Fair condition. Currently, FHWA is collecting submissions and is on track with meeting the associated key milestone that includes this year's March 15 due date for Structure Inventory and Appraisal data. After FHWA processes, finalizes, archives, and publishes the new data, FHWA will calculate a 2022 data point to measure the percentage of deck area on National Highway System (NHS) Bridges in Good and Fair condition and implement the condition of NHS bridges penalty (23 U.S.C. 119(f)(2)).

The NPMRDS data for CY 2021 was delivered on-time for State DOTs to send in their annual travel time metrics for the reliability and other third performance management rule, or PM3, measures. The metrics are due June 15, 2022, after which FHWA will calculate the measures.

FAA

The FAA implements a variety of data collection and analysis strategies to maintain the percentage of paved runways in the National Plan of Integrated Airport Systems (NPIAS) in excellent, good, or fair condition at 93 percent. The Airport Engineering Division of the Office of Airports Safety and Standards analyzes the condition of all runways in the NPIAS on a monthly basis. The Airport Engineering Division provides a monthly condition report to each Region summarizing the runway conditions. This report includes a recommendation to take necessary actions to ensure pavement conditions for eligible runways continue to be in Fair or better condition. As of FY 2022 Q1, 97.7% of all runways in the NPIAS were in excellent, good, or fair condition exceeding the goal.

The FAA also maintains a five-year, forward-looking analysis of Airport Capital Improvement Program (ACIP) needs that includes runway pavement rehabilitation, which is published in the biennial NPIAS report. Federal Grant Assurances require airports to implement an effective pavement maintenance management program at federally obligated airports. The FAA actively engages with airport sponsors to identify runways requiring rehabilitation or reconstruction to ensure they are addressed in the next ACIP.

Data accuracy & reliability

The [Performance Data Completeness and Reliability Report](#), which is appended to the FY 2021 Annual Performance Report, provides detailed information on the performance indicators contained within this APG Action Plan.

The Performance Data Completeness and Reliability Report provides detailed information regarding the general accuracy, reliability, validity, completeness, and scope of the performance indicators listed below. The table below lists page numbers of where each supporting performance indicator can be found in the report.

FY 2021 Performance Indicator	Location
Percentage of Interstate Pavement, in Lane Miles, in either Good or Fair Condition	Pg. 67
Percentage of Deck area on NHS Bridges in either Good or Fair Condition	Pg. 66
Interstate Travel Time Reliability, as the Percent of Person-Miles Traveled that are Reliable	Pg. 72
Percent of Paved Runways in the National Plan of Integrated Airport Systems in Excellent, Good, or Fair condition	Pg. 68

Additional Information (FAA)

Contributing Programs

- Airport Improvement Program (AIP)
- Passenger Facility Charge (PFC)
- Bipartisan Infrastructure Law (BIL)

Organizations

- FAA Office of Airports: Federal assistance program: AIP and BIL
- Local Airport Authority, FAA: Passenger Facility Charge (PFC) programs
- State Authority: State Airport funding program
- Local governing body: Local Funding programs

Regulations

- Regulations: 14 CFR 139 (Airports with commercial service)
Policy: 49 USC Chapter 471
- Regulations: 14 CFR 139 (Airports with commercial service)
Policy: 49 USC Chapter 475

Program Activities

- The Office of Airport Planning and Programming (APP) provides policy and guidance supporting the execution of financial assistance programs for eligible airports.

- The Office of Airport Safety and Standards (AAS) provides guidance on analysis of runway conditions and technical support related to the design and construction of airport pavements.

Stakeholder / Congressional Consultations

- FAA considers views and suggestions for airport system-wide development from all its stakeholders, including individual airport owners, FAA's Airports Regional and District Offices, the Air Traffic Organization, the Flight Standards Office, Congress, State aeronautical agencies, State and Local Governments, and other aeronautical user groups.

Additional Information (FHWA)

Contributing Programs

National Highway Performance Program, National Goals and Performance Management Measures, National Freight Policy: 23 USC 119, 150, 167 respectively. The Department and FHWA are implementing the Competitive Highway Bridge Program (CHBP) and the Bridge Replacement and Rehabilitation Program (BRRP), which provide additional funds to States to replace or rehabilitate bridges.

In addition, FHWA outlines its priorities as a member of the AASHTO Committee on Bridges and Structures – see <https://bridges.transportation.org/> and 20 technical committees within the Committee on Bridges and Structures. In this role, the agency assists AASHTO in identifying necessary changes to the AASHTO specifications and providing input on needed research areas to advance the bridges and structures program. State DOTs are members of the Committee on Bridges and Structures, which enables FHWA to coordinate with these stakeholders as well.

Stakeholder / Congressional Consultations

FHWA supports State and local governments in the design, construction, and maintenance of the Nation's highway system and various Federally and Tribally owned lands. Through financial and technical assistance to State and local governments, FHWA is responsible for ensuring that America's roads and highways continue to be safe and technologically sound. In addition to its headquarters office, FHWA has offices in each of the 50 States, the District of Columbia, and Puerto Rico that work with State, local, and other Federal transportation agencies. FHWA's key stakeholders include the State DOTs, as well as the respective transportation departments for Puerto Rico, U.S. Virgin Islands, Guam, American Samoa, and Northern Mariana Islands. Non-

governmental stakeholders include national transportation-related stakeholder and professional organizations, such as the American Association of State Highway and Transportation Officials (AASHTO).

Stakeholder engagement is a critical part of what FHWA does every day to deliver the Federal Highway Program. It is performed via technical assistance, training and educational development and delivery, and serving on technical panels for research, development, and deployment. Programs and resources are developed and enhanced to meet stakeholder and customer needs informed by surveys, data collection and analysis, participation in national and regional conferences, responses to requests for technical assistance, and by the day-to-day conduct of our work.